

**Amendments to the Claims:**

This listing of claims replaces all prior versions, and listings, of claims in this application.

**Listing of Claims:**

1. Canceled

2. (Currently Amended) Steering arrangement according to claim 1, characterised in that the hydraulic cylinder (9) controlling the reversing device (7) is articulately connected to a pivoting arm (15) that in its turn acts on a link (29) that is connected to a lever arm (17) for the reversing device (7).

3. (Currently Amended) Steering arrangement according to claim 2, characterised in that said centre line (C3) of said hydraulic cylinder (9) comes close to, ~~preferably crosses~~, said first center line (C1).

4. (Currently Amended) Steering arrangement according to claim 2, characterised in that said pivoting arm (15) is arranged about a shaft (8), the center line (C2) of which comes close to, ~~preferably crosses~~, said first center line (C1).

5. (Currently Amended) Steering arrangement according to claim 1, characterised in that said space (1) has at least one wall (1A) that is part of the outer boundaries of the ship, said wall ~~preferably~~ being arranged above the water line.

6. (Currently Amended) Steering arrangement according to claim 1 9, characterised in that positional measuring equipment for measuring the position of the steering device (6) and/or the reversing device (7) also is arranged within said space.

7. (Currently Amended) Steering arrangement according to claim 1 9, characterised in that said bottom part (1F) of said space (1) at least for some part is arranged above and in contact with, the outlet part (20) for the water jet unit.

8. (Currently Amended) Steering arrangement according to claim 1 9, characterised in that two cylinders (2, 3) articulately connected to said turning device (4) and with their first ends (2A; 3A) on each side of said shaft (5), are used to turn the steering device (6).

9. (New) Steering arrangement for ships propelled by water jet, comprising:
- a) a steering device (6) that is pivotal in relation to the ship's body about an essentially vertical center line (C1);
  - b) a turning device (4) fixedly connected to said steering device;
  - c) at least one hydraulic cylinder (2; 3) for turning said steering device (6) via said turning device;
  - d) a reversing device arranged in connection with said steering device (6); and
  - e) an additional hydraulic cylinder (9) arranged to act on the reversing device (7),

wherein said at least one hydraulic cylinder is directly or indirectly articulately connected to the ships' body at one end of its ends (2B; 3B) and connected to said turning device at a second end (2A; 3A) at a distance from said center line,

wherein all hydraulic cylinders (2, 3, 9) are arranged within a sheltered space (1) located above the extension of said center line, which space (1) is accessible for maintenance from the inside of the ship,

wherein said reversing device is arranged about an essentially horizontal shaft (12) on said steering device to follow the movement of the steering device (6),

wherein said additional hydraulic cylinder (9) is arranged at the turning device (4) such that the relative position of the reversing device (7) is uninfluenced by the relative position of the steering device (6), and

wherein movement of said additional hydraulic cylinder produces a horizontal pivotal movement of said reversing device.